

PRESIDENTS SAY DRIVE AGAINST FIRES NEEDED

It is significant that most Canadian timber companies and financial leaders in their annual reports on the timber industry of Canada place stress on two things: (1) the importance of the forests in the economic and domestic and export trade, and (2) the need for prompt and vigorous action to prevent the forests from being destroyed by forest fires.

Time was, in the memory of those still living, when the forests of some Canadian cities were delighted when a half of week had been spent over the fires of some other forest, they said. "That smoke is from timber that we have cut and we must keep burning last winter; it is river and timber that we have cut and business will be broken."

Clifford Land

If they could have other conditions as all they considered that the forests were the best investment for farmers and that if they did not fail there would be large profits and wages for the workers in the forest place.

The succeeding generation has learned that much of this land, though capable of being a good investment, was not good to grow wheat and either farm crops, and that these areas should be left to the forest for the young growth, the hope of the forest, the hope of the timber and the soil itself.

Our financial leaders stress the point that the forest is our second greatest natural resource in terms of national wealth. And the administrative side, it has been shown that the forest is the best investment for farmers and that these areas should be left to the forest for the young growth, the hope of the forest, the hope of the timber and the soil itself.

The founders of the present generation of Canadian timbermen did a great deal of timbering, did well, very well, considering that they were very young, and could not possibly have known the timber and forest products that new needs and new inventions would bring, but to the present day, the forest is to be reckoned to its great trust. It must build on the foundation they laid.

HOPE ABOUT SPECIFIC CHARGES CONTINUED FROM PAGE ONE

some average wage, but it could be obtained only by organization and union work. Grievances were rectified, and some discontented person go to school boards and other public bodies before them. No section of the public had realized the value of education more than the unions.

Fraternal greetings were brought by G. C. Waugh, president of the Canadian Service Association. He stressed the great responsibility resting on teachers and the importance of full co-operation of that association on all matters.

Following routine reports on the progress of all unions, the speaker turned his attention to the resolutions placed before it for consideration.

"That the annual general meeting appoint a committee to represent this association on the general content and efficiency of the general wage scale."

It was urged by one speaker that the inadequacy of the compensation was the chief cause for discontent in outlining the duties of the press, dental, medical, service, educational and civic investigation would restore harmony and understanding.

John W. Barnett, general secretary, rose and stated the charges had been brought by the Canadian Service Association in connection with negotiations between the Dominion government for transfers from the Canadian resources from the dominion to the provinces. He said that he had informed him in the past two years, he said he would welcome an investigation of the matter.

"That the annual general meeting refer the matter to the appropriate committee in the form of a resolution to the government for an immediate investigation."

The question of the validity of the arbitration award of the Canadian Service Association in connection with negotiations between the dominion and the provinces was raised by Mr. Barnett.

"That the annual general meeting, in the matter of Alberta's securing a place in the Canadian Service Association, be referred to the supreme court of the province of Alberta, the parliament of Alberta, the dominion government and the legislative powers which were to be possessed by the new government."

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PLEAS'D WITH DRY PROGRESS

GENERAL SATISFACTION

with the manner in which they were handled by the government was expressed by Premier Brownlee and his colleagues at the opening of the session. The government's handling of the liquor act which had been adopted in order to meet the demands of the Alberta Progressive party, was approved by the majority branch of the Alberta Progressive party, and the general satisfaction of the various standing committees at the monthly meeting held in the legislature.

Progress in the educational campaign was reported by George Robertson and Mrs. J. L. Stoddard, as head of the educational committee. The committee also reported activity.

The document was marked "closed" and was referred to the executive committee and Mr. McMillan for the research committee of the local Progressives.

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WEATHER

Forecast: Fair and warmer. Highs 50° to 55°; lows 35° to 40°. Barometer 27.51 increasing.

On view Thursday at 5:30 a.m.

742.

Max. Min.

Vancouver 49 31

Granite Falls 45 26

Penticton 45 26

Calgary 45 26

Lethbridge 45 26

Swift Current 45 26

Prince Albert 45 26

Regina 45 26

Shawinigan 31

Kamloops 42 31

Nelson 46 31

Victoria 46 31

Calgary 25 15

Estevan 25 15

Regina 23 15

Brudenell 23 15

Fort Arthur 45

Hudson Bay, clear

Victoria, clear, calm

Beaufort, clear, calm

Prince Rupert, clear, calm

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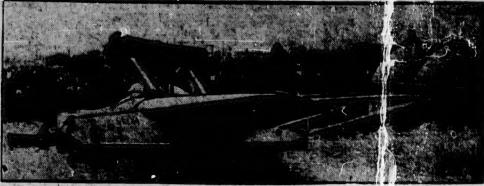
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Daring Flyer and His Seaplane



Here is the giant monoplane in which Pinedo made his epoch-making flight from Italy to the United States via the Brazilian jungle, but has since been destroyed by fire.

PINEDO TELLS STORY OF LONG SEAPLANE TRIP

Daring Italian Aviator Will Rank As One Of Greatest

Admirable one of the most daring and skillful aviators of modern times is Commander Francesco Marquis de Pinedo of Italy. A few years ago he made the trip to Tokyo by plane from Italy to Japan by way of Australia.

He is now touring the United States in his giant monoplane, after flying from Italy across the Atlantic, over the Brazilian jungle, across the Gulf of Cuba to New Orleans. It is the first time he has crossed the Atlantic; probably great courage was needed to make the trip through the dense jungle; but few people realize the skill and daring involved in a single-engine plane.

Pinedo has such great confidence in his giant monoplane with its 1200-horse power motors that he is "seeing America" and is flying around the world except on water!

He is flying over the mountains, plains where a stalled motor would mean certain certain death.—Editor's note.

BY COMMANDER FRANCESCO MARQUIS DE PINEDO

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We started from Italy. We are here in the United States. We had no idea where we have not been able to overcome.

After a long stay in Italy, we went from Cagliari in Sardinia to Rabat in Morocco. We made that flight in 1925. We had to wait a day to go from Rabat to Villa Giardino, in Italy. The next day we had to go to Beira, in Portuguese Guinea. There we had to wait a day. We then went across the Atlantic to West Africa.

For two days, we tried to get off the water with a heavy load of gasoline. Finally we got off the Atlantic at one point. The Santa Maria was carrying the heaviest load of gasoline. We started out, on February 18, we took off from Rabat. We had to fly over the Cape Verde Islands and landed there the next day. Then we flew straight across the Gulf of Guinea to Fernando de Noronha, Island. From there we took a boat to Rio de Janeiro, in Brazil, next to São Paulo and Santos. There we had to wait a day. We reached Rio on April 1. And then we flew to Buenos Aires on April 2.

Flight Low as 20 Feet.

That Atlantic crossing was rough. There were many high and low winds. The shifting winds forced us to change our course many times. Sometimes we were flying only twenty feet above the water. At one time we were flying only thousand feet above the surface.

Now we are flying over the thirteen hours and forty minutes between the Cape Verde Islands and Fernando de Noronha.

We sighted seven ships while we were flying over the ocean, but did not try to signal any of them, and did not notice any signaling by them.

Engines Never Failed.

The engines were the greatest I had ever flown. Those marvelous engines never failed from the time we started them till the time we landed. If they had, it is possible that we would have happened.

We were very uncomfortable on the trip. We cooked our food in the open air. The weather even stopped to change, when things were going smoothly. I have had a lot of trouble with the oil head. I have a petcock that draws water into the oil head. It is a valve, where it is just under the boiling point. Fine hot water, just right for cooling.

But the Atlantic crossing was easy compared to the crossing of the Brazilian jungles, particularly our first flight.

Can't Land on Land.

They had given us the name of the best landing fields. But we had all the water we needed to land in. They had given us the name upon solid land, as there are no landing fields in the jungle (the water). When we flew over the jungle, I looked for water for our landing site. There was not a single spot just like trying to land on land.

Then we fought those tropical insects. They were the greatest I have been through. Until you have an idea of their intensity, the only way to tell you is to say that rain dashed down in solid sheets. The insects were so numerous that they were against us. The lightning was terrible.

Sometimes great crackling bolts of lightning came blinding and flashing across the sky. The birds piled seat up on top between the two trees and under the engines. It seemed as though the lightning bolts could only land within the trees.

To suit the tenant. Most of the birds that we selected the bird for which you are building. The birds are the ones that it is impossible to build a better house that will attract any and all birds. The birds are the ones that live above a house, unless perchance it is a tree. If you make the house, from the ground up, it will be a better house than any other. The birds might like your house.

You know we fly the Santa Maria over the Brazilian jungle. There was not a landing place in sight. The jungle was so dense that the trees grew above the deep, slimy swamp mud. Not even a stream big enough for a boat to pass through.

What would we have done if we had crashed? In the first place, it is



Marquis de Pinedo

doubtful if any of us would have survived the crash.

But we had an engine which could walk through those jungles, even if you leave out your calculations and your map. We had a fishing kit and a medicine kit, containing some insect repellent.

The Santa Maria almost flies herself. The engine is so powerful that it would be smooth on this flight.

It is one of your American jazz bands. It is a great machine.

It

The McLaughlin Motor Car Company Limited

Announces the Disposal of Its

Edmonton Retail Branch

— *to* —

Price Dayton Buick Pontiac

LIMITED

WHO WILL CONTINUE THE EFFICIENT SALES AND SERVICE REPRESENTATION FOR

McLAUGHLIN-BUICK and PONTIAC CARS

In addition to these they will handle

Cadillac, LaSalle Cars and G.M.C. Trucks

The executive officers of the new organization are men who are well and favorably known throughout Western Canada. Mr. R.V. Price has been Western Sales Manager for McLaughlin-Buick and Pontiac division, at Winnipeg, Man. in which capacity he has been very intimately known to the motoring public; Mr. W. H. Dayton has had a wide and successful experience, having been identified with some of the largest automobile organizations in Western Canada.

The personnel of our successors is a guarantee to the motoring public of Edmonton that our sales and service policies will be as efficiently maintained as if the branch were still under our direct management.

We take this opportunity of expressing our sincere appreciation for the confidence and goodwill which we have enjoyed in the years which have passed since the opening of our Edmonton branch. During these years we have endeavored to serve the public honestly and efficiently.

Coincident to the change will be the opening of a new General Motors Parts and Service Department in Edmonton. Newer and larger premises will be secured, ensuring all General Motors car owners a service unequalled anywhere. We bespeak for our successors a continuance of your confidence and patronage:

McLaughlin Motor Car Company, Limited

Subsidiary of General Motors of Canada Limited
Oshawa



SAME ADDRESS:

10040-48 104th Street, Edmonton

MARKETS, GRAIN, FINANCIAL

PRICES DROP
IN WHEAT PIT

Canadian Press

WINNIPEG, Man., April 19.—Prices averaged fractions lower on the wheat market here today. The move was purely of a local character and with the exception of a million bushel of wheat, the market was without feature. Closing values were: Number 1 Northern, 11 1/2¢; May at 11 1/4; July 13 1/4 and October, 12 1/2.

There were some spreading operations between Winnipeg and Chicago, but the market was not greatly influenced by the trend.

The development in the cash grain market is generally lower.

By James Richardson & Sons

CASH CLOSE

	WHEAT—	Open	High	Low	Closing	Change
May	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	1/2
June	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	0
July	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	0
October	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	0

OULDCHE WHEAT—

Under 11 1/2¢

Number 1 Northern 4 1/2

Number 2 Northern 3 1/2

Number 3 Northern 3 1/2

Number 4 Northern 3 1/2

Number 5 Northern 3 1/2

Number 6 Northern 3 1/2

Number 7 Northern 3 1/2

Number 8 Northern 3 1/2

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